

JOINT MESSAGE FORM

Approved For Release 2002/06/24 : CIA-RDP99B00048R000100280001-7

SECURITY CLASSIFICATION			
S E C R E T			
TYPE MSG	BOOK	MULTI	SINGLE
PRECEDENCE			
ACTION		PRIORITY	
INFO		DTG	

7 NOV 69 10 200

01760552

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FROM: [] 2004

SPECIAL INSTRUCTION:

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TO: []

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IDEALIST [] SCOPE SAINT III

25X1A

REF: [] 804 (IN 38859)

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1. [] ARE PLANNING TO ATTEND SCOPE SAINT III CRITIQUE; TRAVEL WILL BE PERFORMED VIA T-33, RESERVATIONS CONFIRMED AT PARK ARLINGTON MOTEL.

2. THE FOLLOWING ARE GENERAL INTEREST ITEMS REGARDING SCOPE SAINT III WHICH HEADQUARTERS MAY OR MAY NOT WANT TO INCLUDE IN THE SCOPE SAINT III CRITIQUE:

A. THE ARTICLE WAS REQUIRED TO MAINTAIN A LISTENING HF WATCH ON OCEANIC CONTROL FREQUENCIES DUE TO HIS "OPEN" FLIGHT PLAN. FROM A GROUND COMMAND AND CONTROL STANDPOINT, THIS PROCEDURE WAS UNACCEPTABLE AS THE [] COULD NOT MAINTAIN CONTINUAL VOICE CONTACT OR [] THE BACK-UP STATIONS AT [] ALSO APPEARED TO EXPERIENCE DIFFICULTY. IT SHOULD ALSO BE NOTED THAT THE ARTICLE COULD NOT CONTACT ANY [] SUPPORT ON PUBLISHED FREQUENCIES ON EITHER THE DEPLOYMENT OR REDEPLOYMENT MISSION.

CO	<input checked="" type="checkbox"/>
STACE	<input checked="" type="checkbox"/>
HOME	<input checked="" type="checkbox"/>
CG	<input checked="" type="checkbox"/>
ADM	<input checked="" type="checkbox"/>
CCM	<input checked="" type="checkbox"/>
FIN	<input checked="" type="checkbox"/>
PLANS	<input checked="" type="checkbox"/>
LS	<input checked="" type="checkbox"/>
MAC	<input checked="" type="checkbox"/>
DELTA	<input checked="" type="checkbox"/>
LAC	<input checked="" type="checkbox"/>
SPE	<input checked="" type="checkbox"/>
SUP	<input checked="" type="checkbox"/>
TR	<input checked="" type="checkbox"/>
ORG	<input checked="" type="checkbox"/>
FP	<input checked="" type="checkbox"/>
WX	<input checked="" type="checkbox"/>
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DRAFTER	TYPED NAME AND TITLE	PHONE	SIGNATURE	25X1A
	[]	[]	[]	
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DD FORM 173

REPLACES EDITION OF 1 MAY 53 WHICH MAY BE USED.

☆ GPO 1967-242-505

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B. THE CUSTOMS FORM C-185 STILL REPRESENTS A POTENTIAL PROBLEM AREA IN THAT THIS FORM IS APPARENTLY REQUIRED [REDACTED] YET NO INFORMATION IS AVAILABLE [REDACTED] REGARDING ITS USE. THE LOS ANGELES U.S. CUSTOMS OFFICE AND WEST COAST MAC PERSONNEL CLAIM TO HAVE NEVER HEARD OF THIS FORM. REQUEST HEADQUARTERS ASSISTANCE AND GUIDANCE FOR FUTURE USE.

C. ANNEX E TO OPS ORDER 6-69 [REDACTED] 6971) REQUESTED USAF PROVIDE C-141 SUPPORT FOR REDEPLOYMENT FROM [REDACTED] TO EDWARDS VIA THE EAST COAST. REFERENCE FURTHER STATED 10,000 GALLONS OF F-34 FUEL AVAILABLE AT [REDACTED] IN ADDITION TO RUNWAY LOAD-BEARING INFORMATION. [REDACTED] 1351 LEVIED THIS REQUIREMENT ON MAC; HOWEVER, ON 25 OCTOBER, THE [REDACTED] WAS ADVISED [REDACTED] 1484 THAT THE C-141 WOULD TRANSIT [REDACTED] FOR REFUELING. THIS LAST MINUTE CHANGE CAUSED AN ADVERSE REACTION AMONG [REDACTED] AND SHOULD BE AVOIDED DURING FUTURE EXERCISES, IF AT ALL POSSIBLE.

D. WE PREFER IN ALL CASES TO CLEAR CUSTOMS ON THE EAST COAST. THERE ARE NO CUSTOMS FACILITIES FOR CIVILIANS AT EDWARDS AFB AND IN THE PAST, WHEN IT BECAME MANDATORY TO USE EDWARDS, DELAYS OF UP TO THREE HOURS WERE EXPERIENCED WAITING FOR CUSTOMS SERVICING. DURING SCOPE SAINT III REDEPLOYMENT, [REDACTED] AT FIRST REFUSED CUSTOMS SERVICES AND DIRECTED THAT THE C-141 PROCEED TO EDWARDS.

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THIS WAS PROBABLY THE RESULT OF [] 6759, PARA C(3),
 WHICH REQUESTED MINIMUM GROUND TIME DURING REDEPLOYMENT.
 FOR FUTURE EXERCISES, IT IS RECOMMENDED THAT HEADQUARTERS
 SPECIFICALLY REQUEST EAST COAST CUSTOMS CLEARANCES.

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2. THE SEIZURE OF THE S-1010 NECK RING ON THE
 DEPLOYMENT FLIGHT WILL BE THE SUBJECT OF A SEPARATE
 MESSAGE.

3. THE STATED OBJECTIVES OF THIS EXERCISE, IN

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ADDITION TO THOSE OF SCOPE SAINT II, APPEAR TO HAVE BEEN COMPLETED SATISFACTORILY; FROM THE [] STAND-POINT BOTH EXERCISES HAVE DEMONSTRATED (1) PRACTICABILITY OF CONDUCTING U-2R OPERATIONS FROM SELECTED [] (2) SUITABILITY OF [] ADAPTOR KITS AND ASSOCIATED [] GROUND SUPPORT EQUIPMENT, (3) LIMITED EXPOSURE OF JACKSON PARTICIPATION IN U-2 OPERATIONS, AND (4) FEASIBILITY OF CONDUCTING U-2 OPERATIONS [] WITHOUT UNDUE PUBLIC INTEREST OR ADVERSE PUBLICITY. IT WOULD APPEAR THEN THAT ONLY ONE ASPECT OF OUR PRIMARY MISSION REMAINS UNTESTED - "SHORT NOTICE SINGLE STAGING TO A FORWARD BASE". DURING SCOPE SAINT II, THE ARTICLE WAS ACCOMPANIED ON THE TRANS-ATLANTIC PORTION OF THE FLIGHT BY A C-141 TO THE BASE OF OPERATIONS []; FOR SCOPE SAINT III, THE ARTICLE WAS FLOWN ON [] FLIGHT PLAN WITH THE DETACHMENT ALREADY IN PLACE AT THE [] BASE OF OPERATIONS []. BOTH EXERCISES WERE WELL PLANNED, MET ALL DEPLOYMENT OBJECTIVES, YET APPEAR INCONSISTENT WITH THE ONE ASPECT OF OUR PRIMARY MISSION WHICH WE CONTINUALLY ADVERTISE - RAPID RESPONSE. IT IS THEREFORE REQUESTED THAT CONSIDERATION BE GIVEN TO

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CONDUCTING THE NEXT SCOPE SAINT EXERCISE UNDER SIMULATED
 OPERATIONAL CONDITIONS TO INCLUDE 48 HOUR DEPLOYMENT
 NOTIFICATION AND COMPLETE REPORTING.

END OF MESSAGE

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